

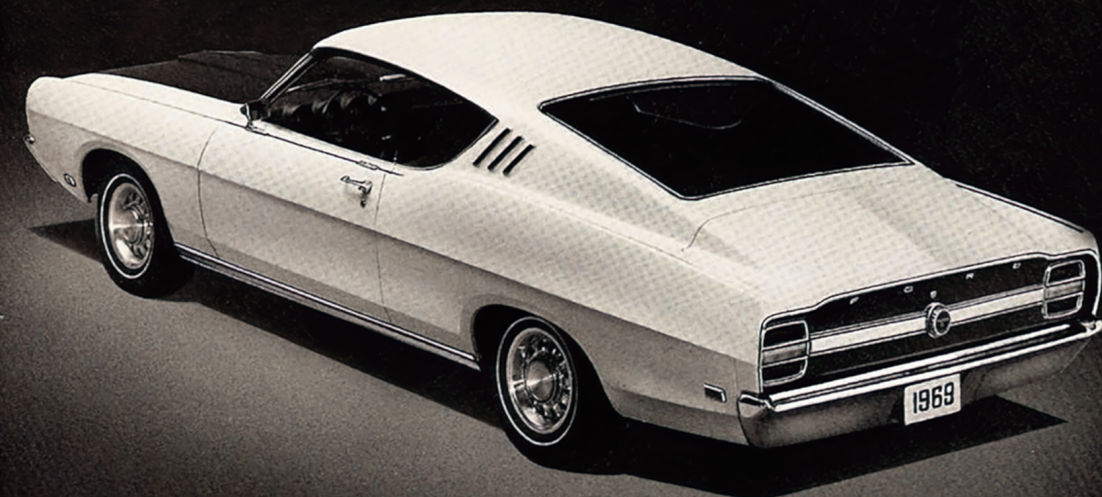
Ford



TALLADEGA

PERFORMANCE BY FORD

Ford



Torino Talladega SportsRoof Shown With Optional Hood Scoop

TALLADEGA

Ford powered cars have dominated the International performance and racing field for the past five years and 1969 is not to be an exception.

Heading the pack to the Performance Corner in your dealership is the exotic new aerodynamic-design Torino Talladega . . . an exciting development of the 1968 NASCAR and USAC Champion Torino.

The Talladega's aerodynamic design features, developed after extensive high-speed wind tunnel and track testing, improve performance during high-speed operation by reducing drag and front end lift.

Available as a SportsRoof Hardtop in Wimbledon White, Royal Maroon or Presidential Blue, the Talladega's "wind tunnel" design features unique front end styling with special fenders, hood, grille

and bumper formed into a massive front end unit completely surrounding the grille. The solid front bumper wraps around the front fenders and extends outward from a point just below the headlights.

Exterior trim features of the Torino Talladega are highlighted by a unique dual "flow" stripe extending the full length of the car at the beltline, a non-gloss "racing black" hood and rear deck panel, and specially-designed Talladega plaques on both doors and on the rear deck panel.

The car's carpeted all-black interior is trimmed in rich cloth and vinyl and is identified by a "TALLADEGA" plate on each door panel.

This exciting new Talladega will even more firmly establish Ford's position of leadership in the Perform-

ance Corners of the world and your dealership as the "Performance Corner" of your community.

TALLADEGA STANDARD FEATURES

The hot new Torino Talladega SportsRoof model includes unique aerodynamic features plus an impressive list of standard items such as: 335 Horsepower, 428 Cubic-Inch, Cobra Jet Engine with a Four-Barrel Carburetor and Cast Aluminum Rocker Covers • An Engine Oil Cooler • Extra-Cooling Package • 55-Ampere Alternator • 80 Ampere-Hour Battery • SelectShift Cruise-O-Matic Transmission • Power Steering • Power Front Disc Brakes • 3.25:1 Ratio Non-Locking Rear Axle • F70 x 14 White Sidewall, Wide-Oval, Fiberglass Belted Tires • Argent-Finish

Styled Steel Wheels and Chrome Trim Rings • Competition Suspension With Ultra-Heavy-Duty Front and Rear Springs and Shock Absorbers, Extra-Heavy-Duty Stabilizer Bar, and a Staggered Rear Shock Absorber Arrangement with One Rear Shock Ahead Of and the Other Behind the Rear Axle • Special Aerodynamic-Design Grille, Hood, Fender and Front Bumper Arrangement • Non-Gloss "Racing Black" Hood and Lower Rear Deck Panel • Unique Dual "Flow" Stripe at the Beltline • AM Radio • Unique Cast "T" Emblem on the Doors Just Above the Handles and on the Rear Deck Panel • A "TALLADEGA" Identification Plate on the Door Interior Trim Panels • All-Black Cloth Vinyl Interior Trim • Long-Wearing Nylon/Rayon Carpeting.

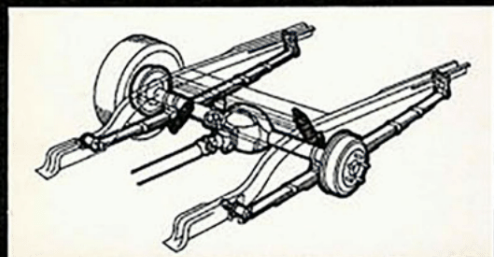
TALLADEGA

DIMENSIONS

Wheelbase.....	116
Tread Front.....	58.8
Tread Rear.....	58.5
Overall Height.....	52.6
Overall Length.....	206.0
Overall Width.....	74.6

SPECIFICATIONS

Curb Weight (lbs.).....	3775
Tire Size.....	F70 x 14
Brakes... Power Front Disc, Rear Drum	
Engine Type.....	428 cu. in. OHV V-8
Compression Ratio.....	10.5:1
BHP 5200 RPM.....	335
Torque 3400 RPM (lbs./ft.).....	440
Weight Distribution %.....	57/43
Construction... Steel, Platform Chassis	

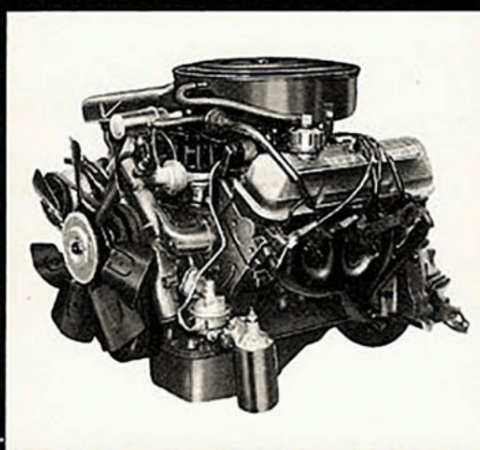


SUSPENSION

Competition-Type Suspension with Ultra-Heavy-Duty Front Coil and Rear Leaf Springs, Ultra-Heavy-Duty Shock Absorbers, Extra-Heavy-Duty Stabilizer Bar and a Staggered Rear Shock Absorber Arrangement Which Directly Restrains and Damps Out Pitching Motions of the Axle Housing During Full-Throttle Starts.

AUTOMATIC TRANSMISSION

Make and Model.. Ford Cruise-O-Matic	
Type III	
Number of Speeds.. Three Forward and	
One Reverse	
Ratios..... 2.46:1 First • 1.46:1 Second	
• Direct Third • 2.18:1 Reverse	



ENGINE

Type.. 8-Cylinder, 90°V, Overhead Valve	
Fuel..... Premium	
Displacement.....	428 Cubic Inches
Firing Order.....	1, 5, 4, 2, 6, 3, 7, 8
Bore.....	4.13 Inches
Stroke.....	3.98 Inches
Brake Horsepower.....	335 @ 5200
Torque.....	440 @ 3400
Oil Sump.....	Steel
Cylinder Block.....	Cast Iron
Cylinder Heads.....	Cast Iron
Intake Manifold.....	Cast Iron
Crankshaft... Precision-Cast Nodular	
Iron, Supported in Five Main Bearings,	
Statically and Dynamically Balanced	
Bearings... Copper-Lead Steel-Backed	
Main Bearings Diameter.....	2.7488
Rod Bearings Diameter.....	2.4402
Valve Operation..... Push Rod and	
Hydraulic Tappets	
Inlet Valve Diameter.....	2.097
Exhaust Valve Diameter.....	1.660
Inlet Valve Lift (zero lash).....	0.481
Exhaust Valve Lift (zero lash)....	0.489
Carburetor... Holley, 4-Barrel, 735 CFM	

IGNITION

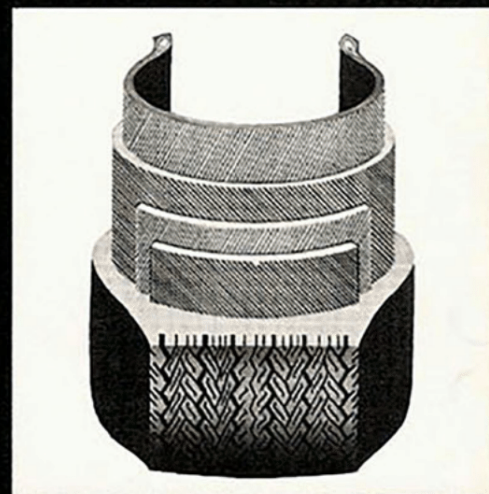
Dual Breaker-Point Distributor—	
Vacuum Controlled Centrifugal	
Advance	
Voltage.....	12 Volts
Coil.....	Autolite
Alternator.....	55 Amp. Autolite

REAR AXLE

Type.....	Straddle-Mounted Pinion
	Non-Locking
Ratio.....	3.25:1

BRAKES

Type....	Power Assist Floating Caliper
	Front Disc with Rear Drums
Front Disc Diameter.....	11.3 Inches
Rear Drums.....	10 x 2.5 Inches



TIRES

F70 x 14 Wide-Oval Fiberglass Belted WSW Tires Having a Two-Ply Fiberglass Circumferential Belt Over Two, High-Strength Polyester Bias Plys to Help Stabilize Tread, Provide Longer Tread Life and Improve Handling and Cornering Characteristics.

WHEELS

Racing-Styled Steel 14-Inch Wheels With Argent Finish and Chrome Trim Rings.

FACTORY-INSTALLED OPTIONAL EQUIPMENT

- 428-c.i.d. Cobra-Jet Ram-Air Engine

FORD



FORD DIVISION,
FORD MOTOR COMPANY